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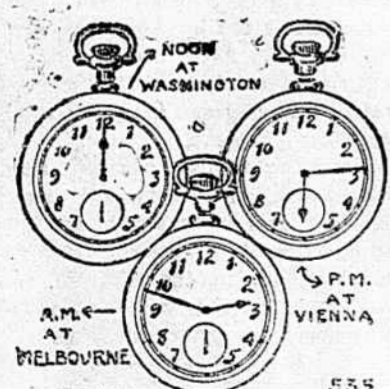
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These lamps give three times as much light as the old carbon lamps, for the same cost for electricity. If you are not equipped with MAZDA Lamps, come in and let us show you the difference.

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DEATH OF COL. SMITH RUSH AID TO OCCOQUAN FIREMEN RETURN HOME

Well-Known and Popular Member of
 Alexandria Bar Passes Away
 Yesterday Afternoon.

Although the many friends and acquaintances of Colonel Francis L. Smith knew he was confined to his home, southeast corner of Wolfe and St. Asaph streets, by serious indisposition, and that the chances for his ultimate recovery were doubtful, they were startled when they learned that he passed away between two and three o'clock yesterday afternoon. It was probably two hours later before the news of his death had been generally circulated. His funeral will take place at 3 o'clock Monday afternoon from St. Paul's church.

Francis Lee Smith was born October 6, 1845; hence he was nearing the 71st milestone of his life. He was the third son of the late Francis L. and Sarah Gosnell Vowell Smith, and at the time of his birth the family resided on Fairfax street, between Prince and Duke. In early life he was a student at the Virginia Military Institute, and while a cadet at that institution served as a Confederate soldier and was seriously wounded at the battle of Newmarket, having been shot in the neck. At the close of the war he returned to his home and became associated with his father, one of the most prominent baristers of his day. In later years the subject of this notice had climbed to a prominent position among the legal fraternity, having succeeded his father, who had been counsel of the Pennsylvania Railroad in Alexandria. At the close of the civil war the ownership of what was known as the Washington and Alexandria Railroad, extending from Princess and St. Asaph streets to the south end of the Long Bridge, became an object of contention in the courts. The late James S. French, who had been president of the company before the civil war, and parties representing the Pennsylvania Railroad interests, were the litigants and there were cases and counter-cases which hung in the courts for years. Only the best lawyers were employed by the Pennsylvania Railroad Company, and this corporation for years retained the late G. W. Bent, father of Samuel G. Bent. Upon his death in 1871 the late S. Ferguson Beach and the late Francis L. Smith, father of the Colonel at times represented the company in Alexandria. The subject of this notice succeeded this brilliant array of legal talent, and for many years had been in the employ of the Pennsylvania Company, and local counsel for the Southern Railway.

For a number of years after the war Col. Smith retained his interest in the local and state militia, having been elected captain of the Alexandria Light Infantry in 1878, major of the Third Virginia regiment in 1881, and lieutenant colonel of that organization in 1882. He was a member of the Sons of the Revolution, Society of Cincinnati, Order of Bannermen, member of the Alexandria Washington lodge of Masons, E. E. Lee Camp Confederate veterans, Society of the Army of Northern Virginia, and was a

BELLANS

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 Indigestion. One package
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ALEXANDRIA'S EVANGELISTIC CAMPAIGN

Will open at 7:45 Sunday evening, Sept. 3d, under the direction of Gypsy Smith Jr., the noted Evangelist of Haddon Heights, N. J.

Services will be held every night each week, excepting Monday, continuing until Oct. 2d, in a large tent with a seating capacity of 2,000 located on upper King Street, between West and Peyton Streets, on the site of the old fairgrounds.

Evangelist Smith is a direct, forcible speaker and it is earnestly hoped that every resident of Alexandria will arrange to attend the meetings and hear him.

The services will be of an entirely undenominational character, the campaign having the hearty endorsement of practically all the various churches in the city.

The singing will be a feature of the services, the evangelist bringing with him his own chorister and pianist.

Don't forget the time or place. Arrange your affairs so that you may attend each meeting.

BY ORDER OF COMMITTEE

Alexandria's New Auto Fire Truck
 Makes Record Run to Prince
 William Town.

Making a record run to historic Occoquan, 17 miles south of this city, at the head of Occoquan Bay, Alexandria's new chemical automobile fire engine stayed the progress of the huge conflagration which raged in the little Virginia village yesterday afternoon and saved it from entire destruction. Wires were kept hot yesterday afternoon from Occoquan to Washington and this city asking help in controlling the fire, and the Alexandria engine was the only one to answer the call.

Word for aid was received about 4:30 o'clock here yesterday and the chemical engine was on the scene of the fire 45 minutes later.

Immediately upon the arrival of the automobile engine, the fire was put under control by the half a dozen or so Alexandria laddies who left with the engine, the first work of salvage accomplished by the local fire fighters being the saving of Janney's flour mill from destruction. Directly after this the flames were put under control, and the Alexandria engine, with its speed and easy operation, and the several firemen of this city who operated it, with their swiftness and all-around capability, were praised and lauded to the skies last night by the residents of the little town after the flames had been extinguished.

Total destruction resulted to only about eight buildings, although first aid was last night were to the effect that thirty had been wiped out. Many more, however, were badly damaged. The entire loss was about \$50,000, according to a statement early this morning by one of Occoquan's prominent citizens to a representative of the Gazette, but most of this is covered by insurance.

The heaviest loss was suffered by

Director of the First National Bank. During the readjuster regime he represented this district in the Virginia Senate, and was a member of the last constitutional convention from Alexandria. He was also a member of the Board of Aldermen from the Fourth ward during the latter part of the eighties.

Colonel Smith had been in declining health for some time. His natural force had abated, and his friends were painfully aware of the fact some time ago that the sands of his life were nearly run. He had been confined to his home recently, awaiting the call of death, whose shadow had been long upon his path.

Colonel Smith was justly esteemed by all who knew him, and throughout his long life he enjoyed the full confidence of all with whom he came in contact.

He is survived by two sisters, Miss Margaret V. Smith and Mrs. Alice Strong, of New York City. The meeting of the Alexandria Bar Association was held at 11 o'clock this morning in the corporation room to take action on his death.

Alexandria-Washington Lodge of Masons will hold a special meeting Monday afternoon at 2 o'clock, to attend the funeral of their late brother, who will be buried with full Masonic honors.

Hard and soft shell crabs on sale at the Rammel Hotel Cafe.

Alexandrians Profuse in Praises of
 Hospitality of Rockingham
 County.

The delegation of firemen from the three volunteer fire companies of this city who have been attending the thirteenth annual convention of the Virginia Firemen's Association in Harrisonburg, returned to Alexandria at 10:23 last night, just before the return of the big automobile engine from the conflagration at Occoquan, and were enthusiastic over the hospitality of the Rockingham county city people. None were the worse for cheer.

It had been planned for a number of the stay-at-home firemen to meet the local delegation at the union passenger depot and escort them back to the different engine houses, but, owing to the big fire at Occoquan, the ardor of the firemen in this city who did not attend the convention was dampened somewhat and besides half a dozen or more of the Alexandria laddies were fighting the flames at Occoquan.

The thirteenth annual convention of the State Firemen's Association came to a close yesterday afternoon with the reel races. The first races were open only to companies in the State association and the second was a free-for-all.

In the State races Staunton won the first prize and was awarded the custody of the association trumpet. The second prize went to Hot Springs. The contestants were Lexington, Covington, Hot Springs, Shenandoah City, Staunton, Luray and Ashwood.

In the free-for-all races the first prize was won by Hot Springs and the second by Shenandoah City.

In the band contest last night, which was open to all, Covington won.

Twenty-two fire companies, six bands, scores of automobiles and business floats took part in the street parade. The prize winners were:

Best Fire Company Without Band Winchester Friendship Company.
 Best Fire Company Without Band Hampton.

Best Business Float—J. E. Good & Son.

Best Decorated Residence—E. Purcell.

Best Decorated Automobile—Vergil Hawse; second, J. T. Houck.

In the baseball game Harrisonburg defeated Charlottesville. Former Senator, John Paul was umpire.

W. S. Lynn, whose general merchandise store and contents, valued at about \$5,000, was included in the toll reaped by the inexorable flames. Besides this other buildings totally destroyed included the Methodist Episcopal Church, the building of the Bank of Occoquan, the Oliver Underwood property, occupied by F. B. Allen, the property owned by Dr. J. F. Carroll and occupied by W. H. Hammill, the building occupied by the Vindex Manufacturing Company, the residence of Mrs. J. Hood Weedon, and several other brick and frame residences.

It is stated that a house owned in Occoquan by Mrs. W. M. Reardon, of this city, was destroyed or irreparably damaged, but communication between Occoquan and the Gazette brought no confirmation of this.

The report that Mrs. Reardon's old home was burned to the ground was confirmed later today, however. The house owned by Mrs. Reardon, and that of the late Dr. John S. Powell, were landmarks of the historic old village.

The fire started in the residence of Mrs. Weedon, in the central portion of the town, thought to have been caused by the overturning of an oil stove, although Mrs. Weedon was absent at the time. Last week, according to announcement in the Gazette, Mrs. Weedon's daughter, Miss Virginia Weedon, after being rescued from drowning in Occoquan Bay, had her scalp torn off by the propeller shaft of a motorboat conveying her home.

As announced above, the first work of the Alexandria engine was the extinguishing of the flames started in the mill and store of Tyson Janney, which had only been partially under control by the emergency fire department, the "bucket brigade," of the District Workhouse.

Following were the fire fighters who made the trip from Alexandria with the chemical engine: Chief Robert E. Gronau, Raymond Catts, operator of the engine, John L. Peed, H. A. Simpson, John Clapdore, driver of the Relief truck. They state that they returned last night about 10:45 o'clock.

WOODWARD & LOthrop

10th-11th. F & G Streets
 WASHINGTON, D. C.

There Is Actual Newness in the New Reed and Reed-Fiber Furniture for Fall

Some things are new only so far as new means being just constructed. This furniture is new in this respect, but it is also new in design. There are many numbers just added and never seen anywhere before. Every piece exhibits the fact that Furniture is more artistic, more homelike, more decorative and beautiful than it has been in years.

New Chairs and Rockers and a host of other new pieces. The popular light brown finish is going to be decidedly more popular this autumn, and for that reason you will find the majority of the showing in this tone.

The Reed-Fiber Rocker is priced at \$9.75—a very interesting and unusual value.

Fourth Floor—G street.

Walter W. Burns has filed a second suit in the Supreme Court of the District of Columbia against the Washington and Old Dominion Railway. He asks \$50,000 punitive damages for injuries he says were sustained when he was ejected from one of the cars of the defendant. Burns declares in the

petition that he boarded the car at his home in Franklin Park, Va., and was ejected at Thrifton, despite the fact that he had paid a cash fare of 10 cents which under the new tariff of the road should entitle him to a passage to Mackey. He further claims that he was rendered unconscious, and received permanent injuries.

Swan Brothers

Big Reductions in Ladies' Ready to Wear Department.

One ladies' black silk tailor made suit. Reduced from \$25.00 to \$12.90
 One ladies' cadet blue tailor made suit. Reduced from \$25.00 to \$9.98
 Ladies' awning stripe dress waists. Reduced from \$3.50 to \$1.98
 Ladies' fancy sport coats. Reduced from \$2.50, to \$1.49
 One ladies white dress, slightly mused. Reduced from \$6.98 to \$2.98
 One ladies' white dress, size 38. Reduced from \$7.98 to \$3.98
 One ladies' black and white stripes dress. Reduced from \$5.98 to \$2.98
 Three ladies' palm beach suits. Reduced from \$6.50 to \$3.98
 New Pictorial Review Patterns, at our Pattern Department 10c and 15c each

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